

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF TRANSPORTATION PLANNING, MS-32

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March 4, 2003

Sandra White  
Ecosystem Restoration Unit  
Department of Fish and Game  
4001 North Wilson Way  
Stockton, CA 95205

Subject: Draft Delta Regional Area Land Use Designations and Ownership

Dear Ms. White:

Thank you for the opportunity to review and comment on this draft document. The California Department of Transportation's (Department) headquarters and districts 3 and 10 intergovernmental review (IGR) units have reviewed this draft document. In addition to districts 3 and 10 this Delta Regional Area includes land under the jurisdiction of the Department's District 4 office, Oakland. See the attached Department map for district boundaries. The Department has the following comments:

- The Department's principal land holdings lie within and along state highway right of way. The state highways located in this area of study include Interstate 5, highway 113, highway 12, Interstate 80, highway 160, highway 4, Interstate 205, Interstate 580, highway 120, and other state highways we might have overlooked in the Department's initial review of this project area. Please provide mapping clearly showing the state highways, structures (bridges, interchanges, over- and underpasses, etc.) and other transportation facilities relative to the area of this project's potential impacts.
- Prior to any wetlands or habitat restoration projects the Department recommends a thorough analysis of these areas to determine the potential for significant impacts to the Department's structures and highway facilities. These impacts might include hydraulic or water intrusion impacts causing soil expansion, contraction, washouts, etc. Much of the delta is peat type, highly absorptive soil that creates subsidence problems for highway maintenance and construction. Some of these areas require continuous or frequent pumping of water away from state highways, structures and facilities. Mitigations that might be necessary include buffer zones, realignments, infill, roadway elevation, water pumps, etc.

- Land use changes and ownership changes necessary to implement this project and other Delta Wetlands projects in this area might affect the Department's ownership/property rights, property management/maintenance responsibilities of the state transportation corridors, property acquisition, highways, structures and other transportation facilities. The Department looks forward to working with your department and other Delta Wetlands project proponents to improve the quality and quantity of the natural environment while concurrently improving, maintaining and enhancing the California State Transportation system and its associated facilities.
- Individual projects should be assessed for their individual and cumulative impacts to the state transportation system and the system's structures and associated facilities.
- Recently the Department reviewed and commented on the North Delta Improvements Project. Please clarify the differences in these two projects, their project land areas, their potential impacts, and potential mitigation similarities and differences. Are there several different projects in the same regional areas? It appears that there are. If so, how are these different projects, their different impacts and the need for different mitigations going to be met and addressed? The North Delta Improvements Project has recently circulated a Notice of Preparation of a Draft Environmental Impact Report. Are all the separate projects in this area going to be initiating different and individual environmental studies and reports?

Please provide our office with four copies of any future reports or environmental documents. We will subsequently send these reports and documents to the district 3, 4 and 10 offices. I look forward to working with you and your department to improve our natural environment while maintaining and enhancing the state transportation system. If you have any questions regarding these comments, please contact me at e-mail [Bill.Costa@dot.ca.gov](mailto:Bill.Costa@dot.ca.gov) or (916) 653-9689.

Sincerely,



William J. Costa, Manager  
Department of Transportation  
Intergovernmental Review Program

Attachment

- c: Richard Felkins, HQ IGR  
Jeff Pulverman and Ken Champion, D-3 IGR  
Tom Dumas, Lynn O'Connor, Carolyn Yee, D-10 IGR  
Tim Sable, D-4 IGR  
Nick Burmas, HQ Structures Hyd.  
Gwen Knittweis, HQ DWR

STATE OF CALIFORNIA  
Business, Transportation and Housing Agency  
Department of Transportation

JEFF MORALES

Director

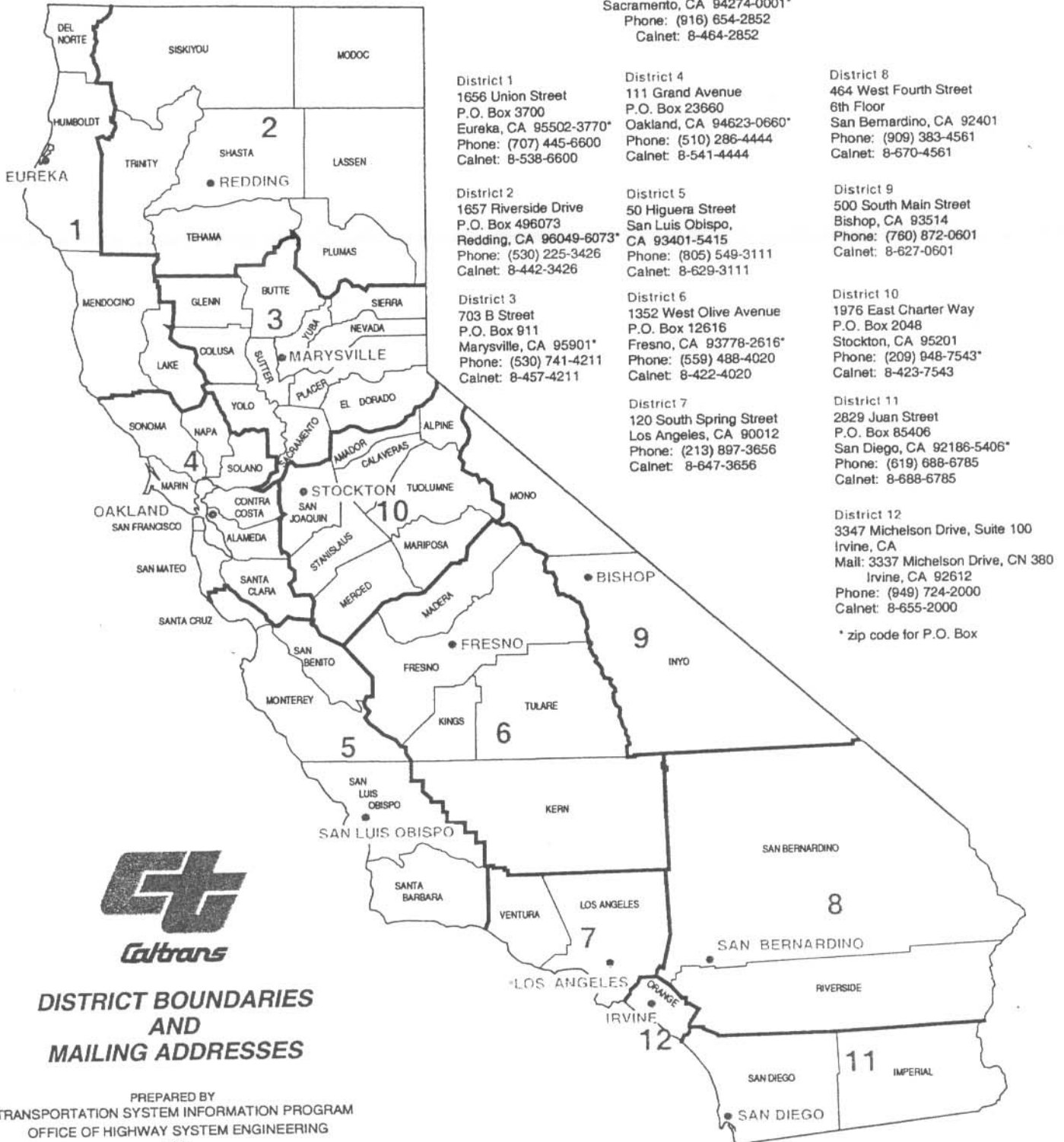
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**DISTRICT BOUNDARIES  
AND  
MAILING ADDRESSES**

PREPARED BY  
TRANSPORTATION SYSTEM INFORMATION PROGRAM  
OFFICE OF HIGHWAY SYSTEM ENGINEERING  
12/00

**DEPARTMENT OF TRANSPORTATION**  
**TRANSPORTATION PLANNING – MS 32**

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February 26, 2003

Gwen Knittweis  
Department of Water Resources  
901 P Street  
Sacramento, CA 95814

Subject: California Department of Transportation review of State Clearinghouse #2003012112 for Notice of Preparation and Notice of Intent to prepare a Joint Environmental Impact Statement and Environmental Impact Report for Proposed North Delta Improvements Project

Dear Gwen Knittweis:

Thank you for the opportunity to review and comment on this document. The California Department of Transportation (CDOT) District 3 and District 10 IGR/CEQA Branch have reviewed this notice and offer the following comments.

Please provide a more detailed map of the 197 square mile North Delta Area of the Sacramento-San Joaquin Estuary in the DEIR and show overlaid routes with bridge sites traversing this area for our further review. Include numeric designations of the affected State highways within the project boundaries to clarify the scope of the proposed project. On a Delta Wetlands project several years ago CDOT recognized the need to have adequate buffer zones between state delta highways and any adjacent wetland areas. As you probably know, most of the delta is peat type, highly absorptive soil which creates subsidence problems for highway maintenance and construction. Some of these areas require continuous or frequent pumping of water away from our facilities.

CDOT is hopeful that better flood management and containment would pose direct benefits to several State Routes within the delta region. Specifically, during El Nino wet years CDOT had to close segments of State Route (SR) 99 and Interstate 5 along the Cosumnes River and Beach Lake areas within Sacramento County because of flood waters crossing the roadways.

In the Cosumnes River area of Sacramento County we recently placed thrie beam barrier in the SR99 center median. We could not use concrete barrier because of an overtopping condition that we did not want to change or impact. Glare screens are not available on thrie beam guard rail. So, in summary, CDOT could benefit from better flood management in keeping the roadways open continuously and creating more safety options for the traveling public.

In the Morrison Creek area there have been times where Interstate 5, near the Beach Lake and Laguna Boulevard freeway exit, has experienced water encroachment on the off-ramp and outer mainline lane. Better flood management of Morrison Creek would be beneficial.

In the DEIR, CDOT would like clarifying information regarding what bridge structures within the scope of this project require reconstruction or replacement to mitigate potential flood impacts. We understand there may be actions to raise bridge decks above high water levels and actions to widen channels with new bridge approaches, piers and abutments. We are particularly interested in those bridge structures that may be located on State highways and those that involved federal funding for their prior construction. CDOT may have further comments once specific "targeted" structures, locations and actions are known.

If potential traffic disruption is an issue as a result of bridge work, CDOT is interested in an assessment of significance for each site's traffic pattern disruption, the estimated duration, and the recommended detour routes to be used at each bridge's reconstruction and/or replacement location.

CDOT needs to be consulted regarding any necessary State and/or Federal bridge standards, designs, specifications and procedures that should be used at bridge reconstruction sites. CDOT would obviously need to perform detail review regarding anything that involves modification or replacement of bridges with inherent State interests.

An assessment should be made to clarify whether there will be generated daily truck hauling trips from project activities, and whether roadways or barges will be used to transport bridge materials and unused soil off site in carrying out bridge construction, channel widening, dredging, etc. The daily volume of truck trips and haul routes used and required over size loads for such activities should also be provided in the environmental documentation.

A CDOT Encroachment Permit will be required for access to or any work conducted in the State right-of-way. This includes traffic control, culvert maintenance, changes in drainage patterns or other construction work. For permit assistance, please contact Bruce Capaul at (530) 741-4408.

In case by case reviews, CDOT would be concerned with setback levee locations and other channel treatments and their effect on water channel velocities and structures. The hydraulic model results of the project's six alternatives, that include setback levees, should be provided in the documentation. We are particularly interested in the alternatives and comparative model results that have the least structural impacts.

CDOT is concerned with dredging near our structures and requests precautionary measures be taken to protect the structural footings.

Coordination and consultation with CDOT should be maintained through all planning and construction stages near our facilities to ensure that traffic safety and quality standards are met on existing corridors and that they do not conflict with our future transportation corridor improvement plans.

Please provide our office with a copy of the DEIR and the requested information for our review. If you have any further questions regarding these comments, please contact Richard Felkins at (916) 653-0808.

Sincerely,

A handwritten signature in cursive script, appearing to read "Richard Felkins".

Richard Felkins, Coordinator  
CDOT Intergovernmental  
Review Program

cc: Ken Champion, District 3, IGR/CEQA  
Carolyn Yee, District 10, IGR/CEQA